

LA FRENCH SOCIALIST CRITICISM

Writing when the racial equality amendment had been reported, and it was thought that the Powers would not agree to the handing over to Japan of German rights and privileges in Shanghai, Mr. Phodon makes the following severe comment in *Populaire*, a Paris Majority Socialist organ, under the heading given above:

"If Italy is not satisfied, Japan does not in any way disguise her bitterness. Imperialist, like all the States represented at the Peace Conference, she discovers that her covetousness meets with some opposition. She thought that to attain her object it would be sufficient to ask, and for its success, the mere undertaking, yet so far her representatives have recorded poignant setbacks. Jaioni, Makino, Matsui, and others wonder what figure they will cut before ancient chiefs of the feudal clans, disguised as chosen members of Parliament, when the hour of explanation comes.

Japan, under her superficial changes, has preserved the fundamental structure of the past. It is an absolute monarchy under the cloak of aristocracy. The people do not count, and when they demonstrate, they are fired upon in the name of modern progress. If the Tokyo Cabinet entered the war in 1914, it was because it foresaw there was some profit to be made, and besides it only mobilised for the realisation of its designs. It threw itself on the German possession of Kiaochow only for the purpose of making for itself a name in Europe. While the Great Powers—and in particular America, her rival in the Pacific—had their eyes elsewhere, she (Japan) was systematically absorbing the Celestial Republic. She would have eagerly established her direct rule over this immense territory had not China resisted, and with the assistance of outside intervention, repulsed her attempts with losses. This was one of the first causes of annoyance for the Mikado's Government, which sent a delegate to Washington, but only obtained nominal advantages.

Japan thought herself entitled at least to the full ownership of certain German colonies in the Pacific. She will meet the opposition of Australia and the ever-watchful distrust of America. The only glimpse of a concession she could obtain was a mandate over a few islands, and she considered the concession a mockery.

"When the League of Nations gave its sanction by its initial Covenant, she asked for the equality of races and nations. There was no love of principle in it but a practical interest, for the American States of the Far West had tried to restrict the rights of her national immigrants. This satisfaction was refused to her. Finally, as she expresses the intention of only returning Kiaochow to China conditionally (and these conditions might well have again meant an attempt at a protectorate in disguise), the great European Powers refuse to subscribe to this ambition."

"In this way, Japanese Imperialism, in conflict with the other imperialisms, undergoes setbacks which exasperate her and on which she threatens to wreak vengeance. One could have and ought to have recognised racial equality, but what reply did France and England give to the people of Tunisia, to the Egyptians, to the Hindus?"

"All these collisions between the Allies, if they show the bitter feelings of the annexationists, the unbridled greed of the powerful capitalists, retard the power of peace and prepare the road for future wars."

"What a lesson for the proletariat!"

THE CROWN PRINCE'S FOLLOWERS

According to a Dutch Press report the Crown Prince's birthday was made the occasion of noteworthy tokens of sympathy, many residents of Wieringen displaying the national flag from their houses. Countless telegrams, both from Holland and abroad, arrived. Some of the military authorities offered their congratulations personally, while some of the Crown Prince's Wieringen acquaintances, with their ladies, were invited. The Crown Prince received some charming presents, mainly from the family, including an album containing the names of soldiers with letters, photographs, and mementoes, belonging to the Crown Prince's Wieringen acquaintances.

Twice Welcome when You Bring Victor Records

No matter how entertaining you are, you find yourself with the greatest of all entertainers when you bring with you some records for the Victrola. Everybody likes to hear new Victor Records because they bring the art of the world's greatest singers and instrumentalists into the home. Your thoughtfulness and good taste will be appreciated and the records will give permanent pleasure.

Drop in the next time you pass this way and let us play records that will please you and your friends. We have a very fine stock and it will be a pleasure to serve you.



MOUTRIE'S
Exclusive Agents

MAKE YOUR SIGHT NORMAL

AND YOUR HEALTH WILL BE IMPROVED.

N. LAZARU,
OPHTHALMIC OPTICIAN.
28, Queen's Road, C. HONGKONG.
Prescriptions accurately filled.

HONGKONG TAILORING CO.

LADIES AND GENTS TAILORING DRAPERS, &c.,

No. 1c, D'Aguilar Street, Central, HONGKONG.

TEL. 2880.

EARLIER TELEGRAMS.

THE SINGAPORE RIOTS.

London, June 24.
The War Office states that a disturbance broke out at Singapore on June 19th, owing to the anti-Japanese boycott by the Chinese population, rioters among whom caused considerable damage throughout the day and night. The Governor proclaimed martial law on June 20. The Australian warship Sydney's departure was cancelled. Landing parties were put ashore to assist in keeping order. Quiet was reported on June 21st, business resuming. Three Chinese and a Japanese were killed and a number slightly injured.

THE VICTORY LOAN.

London, June 23.
The Overseas Club, whose members have already contributed a million sterling to patriotic funds, has issued an appeal to members all over the world to support the new Victory Loan.

BELGIUM'S LOSSES.

London, June 24.
Reuter learns that the Industrial Committee of Belgium has established the fact that the losses to Belgian industries during the war were 2281,000,000 of which 220,000,000 is due to destruction and requisitions.

EIGHT HOUR DAY FOR SEAMEN.

Paris, June 24.
The Chamber has adopted the Merchant Seamen's Eight Hour Bill and Deputies hoped that other nations would follow, otherwise French shipowners would be in a position of inferiority.

HOUSING AT HOME.

London, June 24.
The Ministry of London Corporation has announced that it has decided to build 10,000 houses in the next five years.

Prepare Advertisements.

ONE CENT PER WORD FOR EACH INSERTION.
(Advertisements are charged at the rate of one cent per word.)

WANTED.

WANTED IMMEDIATELY.
Second Engineer for British Steamer "Shimlan" Apply GERMINAL CIGAR STORE 18 Nathan Rd. Kowloon.

LOST.

LOST—A Diamond and Sapphire RING set in Platinum between Humphrey's Buildings, Kowloon, and Queen's Road Central, Hongkong. Finder will be rewarded on communicating with this Office.

TO BE LET.

TO BE LET—Furnished from 1st July No. 6 Mountain View The Peak. Apply to W. L. Patenden, Gilman & Co. Ltd., 8a Des Voeux Road Central.

TO BE LET—Accommodation for a married couple in Wong-wei-cheong. With or without board. Terms reasonable. Apply Box 197 c/o "Hongkong Telegraph."

TO BE LET—No. 6 Mountain View, Peak, 6 rooms furnished or unfurnished. Apply to Linstead and Davis, Alexandra Buildings.

Pyrene
FIRE EXTINGUISHER.
EASILY OPERATED
FOR PRICES AND PARTICULARS APPLY TO—
MUSTARD & CO.
4 DES VOEUX ROAD CENTRAL. TELEPHONE 1186
AGENTS IN HONGKONG, AMOY, SWATOW AND CANTON.
BRITISH AMERICAN TOBACCO CO.

MACARONI PASTE STARS, EGGNOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agents. Orders executed promptly.
THE HING WAH PASTE MANUFACTURING CO. LTD.
Head Office: No. 47 & 48, Connaught Road, Central, Hongkong; Telephone No. 1439 & 2220
Principal Factory: No. 71, North Beach Road, Shanghai; China Telephone No. 3385.
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.
Cable Address: "HINGWAH."

KEEP COOL AND COMFORTABLE IN HOT WEATHER

BY USING
TALCUM POWDER

AFTER THE BATH.

We have a fine selection in stock.

COLGATE'S

Violet, Cashmere, Bouquet, La France Rose, Eclair—Dactylis, etc., etc.

FOUR TINS FOR A DOLLAR.

THE COLONIAL DISPENSARY, Queen's Road Central.

M. Y. SAN & Co., Ltd.

HONGKONG.

HIGH CLASS CONFECTIONERS

AND
BISCUIT MANUFACTURERS

Well known for best Materials, Biscuits, Machinery and Confectionery in the Orient.

HEAD OFFICE

Nos. 92-100, Queen's Road, Central.

No. 141-145, Wanchai Road.

Branches at Manila, Singapore, Shanghai and Canton, China.

JARDINE, MATHESON & CO., LTD

ENGINEERS & LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS

IN STOCK.

Works—Footing, Shanghai.
Sole Agents—Sterling & Evinrude Motors. Makers "EVO" Motors.

Associated British Machine Tools
"Sears" Steam Traps, Temperature Regulators, etc.
"Sears" Steam Traps, Temperature Regulators, etc.
"Sears" Steam Traps, Temperature Regulators, etc.

LANE CRAWFORD & CO.

LADIES SLEEPER SUITS Beautifully cool and lovely soft silks. A number of smart colours now in stock. A really high class article for ladies wear.



GENTS SLEEPING SUITS.

SLEEP-COOL MAINS OOK SUITS. Plain white cotton half sleeves, low neck and short legs. All sizes stocked.
\$2.25 Each.

COTELLA OPEN MATTE Pyjamas same material as Aertex half sleeves low neck, half legs.
\$5.00 Suit.

No. 2 Ordinary make Long legs and sleeves.
\$6.00 Suit.

PALL MALL MERCERISED NIGHT SUITS.

Good mercerised twill, smart neat stripes in Hailo, Grey and Blue.
\$6.50 Suit.

CLYDELLA SLEEPER SUITS.

Extra soft Tropical weight wool pyjamas the best suit for invalids. Latest patterns in stock. Block stripes in Pink, Blue and Mauve etc.
\$11.50 Suit.

VIYELLA PYJAMAS in plain, cream, soft, hard wearing and reliable. Ordinary make stocked.
\$13.50 Suit.

THE BEST PREVENTATIVE OF

INFECTIOUS AND CONTAGIOUS DISEASES

WATSON'S HYGIENOL

A HIGHLY CONCENTRATED AND PERFECTLY SAFE
DISINFECTANT.

SOLD ONLY BY

A. S. WATSON & CO., LTD.

Telephone No. 16.

WHITEAWAY'S

FOR

RELIABLE WATERPROOFS

FOR

LADIES & CHILDREN

LADIES' WATERPROOFS

Mattamac Raincoats in Smart Styles Thoroughly Waterproof, very light in weight. All sizes.

Price \$15.00

Ladies' Grey & Fawn Waterproofs

best English manufacture, smartly cut, absolutely waterproof.

Price \$20.00 \$25.00



LADIES' WATERPROOF DUST COATS

in Fawn and Khaki, well made, light in weight, absolutely Waterproof, English manufacture.

Prices: \$37.50 \$49.00 \$42.50

Girls' Raincoats

best English manufacture, thoroughly Waterproof.

Sizes: 7 1/2 8 9 10 11 12

Prices: \$10.00 \$12.00 \$14.00

LADIES' BATHING COSTUMES

In the newest styles and in the most popular colours.

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

EARLIER TELEGRAMS.

DE VALERA IN NEW YORK

New York, June 24.
De Valera has publicly appeared at the Waldorf Astoria Hotel.

THE KNOX RESOLUTION.

Washington, June 23.
The Senate has shelved Knox's resolution, cabled on June 11, disapproving of the League of Nations.

BOXING.

London, June 24.
At the National Sporting Club in the Lightweight Championship between Johnny Summers, Canning Town, v. Bob Marriott, Bermondsey, Summers was disqualified in the tenth round for holding.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

AS OTHERS SEE US.

Sir,—Being about to leave Hongkong after a visit here of some six weeks, I wish to congratulate the citizens of Hongkong on the possession of such a wonderful place as this one is, and chiefly because of the vast and costly improvements that have been made both in the city proper and likewise all over the Island generally. Those beautiful and well kept walks that extend in all directions from base to summit of the gigantic hillsides especially appeal to me and I have found a keen pleasure in exploring these pathways to ascertain their various destinations. On several of these routes one may stroll for miles upon miles without covering the same ground twice nor yet getting any great distance away from the City. There are spots away up on the hillside where the route bridges wide chasms of such great depth as to almost cause one to feel a bit dizzy when looking down into

the abyss through hundreds of feet of space. It is from such viewpoints as these that one can obtain a very good idea as to how it must feel to make a voyage in an aeroplane. I made the ascent of the Peak via tram and it was fine; later I put in a half day making this ascent via the pathway on foot and found it to be well worth the effort. At the summit of the Peak, or rather at one of the levels near the summit, a fine resting place has been constructed including a small pavilion with benches etc. from which point a splendid view of the harbour and surrounding hills may be had. For some reason, however, this place appears to be reserved for the exclusive use of Chinese coolies, as on such occasions as I have been up there these people have held possession of all of the benches one of which was utilised by a coolie refreshment vendor and the other benches by his customers.

On several of the small peaks that crown the summit there are tiny look-out places consisting of a covered platform on which benches were placed. Entrance to any of these however, was forbidden by multitudinous signboards, some of which fairly bristled with threats of what

might be done to anyone who trespassed. One of these was a tiny old pavilion situated on the tip of a small peak and quite a little distance away from any other edifice, a tumble-down fence and open gateway surrounded it and there was a large signboard announcing that the enclosure was privately owned and breathing dire threats upon any who should dare to enter there and ascend that small eminence for a view etc.

So far as I could ascertain, all of those promontories that crest the Peak are owned or controlled by those who believe that the public has no business there. Another beautiful spot that I visited frequently but later on began to have the haunting suspicion that possibly it was likewise forbidden ground for my kind, is the Botanical Gardens. Those gardens are indeed truly beautiful and they are well cared for, but the question that I have been unable to solve is—Are these Gardens for the use of white people as well as for Chinese or are they for the exclusive use of the Chinese only? I have spent much time there strolling along the pathways admiring the flowers and shrubs and likewise sitting on a bench in the sun, for those in the shade are always occupied by Chinese generally of the coolie class, who invariably sit on a bench with their feet beside them. In all of my visits to the Botanical Gardens, and that has been every day when it did not rain, I have met but two other white people there; in both instances these were men who appeared as though they felt uneasy and out of place and soon disappeared, but this is a grand rendezvous for the Chinese people of all grades from the coolie who could not sit comfortably on a bench unless he had his feet on the bench too, all the way up to the wealthy families who go there with their children and servants to spend the afternoon, and I am still wondering as to whether for not I was a trespasser upon ground reserved for the exclusive use of the Chinese inhabitants of Hongkong?

Now here is something that I could not understand. In all of my rambles along, around and over the mountainside hereabouts I saw very many streams of water, sparkling, bright streams tumbling down the mountainside in foaming cascades, sometimes gushing right out of the rocks in fountains formed by nature, sometimes in concrete sluiceways. But notwithstanding all of this immense amount of clear water most of which tumbles down finally into the sea, I have never yet found one place where provision has been made for bringing a little of it within reach of the thirsty. If there is a tap or a drinking fountain either in the city itself or on any of the routes anywhere about the city I have never been able to locate such and I have done a lot of searching for same.

So far as my experience goes, the one practically impossible thing to get in Hongkong is a drink of clear cool water. Any of you who doubt this statement, try it out once; assume that you are a stranger in the city and you want a glass of water to drink, simply that and nothing more, and see how much effort you will put forth before you succeed in securing that glass of water. Time and again I've asked myself the question what do the people of Hongkong drink? It certainly cannot be water because such being the case there would be a few drinking fountains scattered around town and over the hillside where there is so much water and so little effort would be required to install these sanitary bubbling drinking fountains.

All Australian and New Zealand cities are well supplied with these public drinking fountains as well as with other places called puts and they are all well patronised. I realise that Hongkong is justly noted for the excellence of its coffee, cocoa and cocktails, but why boycott the pure water that gushes from the mountainside? It makes a splendid beverage. If you do not believe this, then experiment for yourself and be convinced.

Far up on the mountainside there is a reservoir and the signboards here prohibit, among other things, that of throwing a horse into the water. Imagine a horse splashing along the road, drenched with water, and especially splashing about in the water. Being present at the scene, the lady decided to throw a stone at the horse.

DAIRY FARM NEWS.

CHEESE CHEESE

We offer for sale
AMERICAN CHEESE.
POTTED CHEESE.
FRENCH CHEESE.
COULOMMIER CHEESE.

Cheese is rich in protein and butter fat, hence an important and valuable food.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

GERIN, DREVARD & CO.

4th Floor Hotel Mansions. Tel. 114.

And at Canton.

Special Electric Testing Instruments.

\$100.00
UNDERWOOD AND REMINGTON
RESULT
TYPEWRITERS

SHIPMENT JUST RECEIVED
EXCELLENT CONDITION AND PERFECT RUNNING ORDER
PARAGON RED AND BLACK RIBBONS \$1.25 EACH

THOMAS W. SIMMONS & CO.
York Building.



PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.
Sole Agents
GERIN, DREVARD & CO.
HOTEL MANSIONS

too steep for the horse to do by himself. Arrived at the water's edge she tossed Mr. pony into the middle of the miniature lake where he splashes around and has a fine bath. Of course this idea doesn't sound altogether likely but there must be something to it else why does the inscription signboard so specifically forbid it?

I like Hongkong. It is a wonderful place full of life and action. Always there is a large fleet of vessels in harbour, always vessels going and coming. From the window of my abode I can look out on the harbour and at any time count the flags of a dozen different nations on various steamers. Ships come here from the uttermost corners of the world with cargo and find more cargo to take away again.

Hongkong, the gateway between the East and the West, the crossroads of the world.

HERVING G. SMITH.
Hongkong, June 30.

PLEASE WE FORGET THEM.

Sir,—While the cities and towns in the neighbouring French Colonies are having their wharves, streets and boulevards re-named in honour of their statesmen and victorious soldiers, we in Hongkong still cling in a lukewarm manner only to the memories of the departed Hongkongers. It is all that we can do to keep the names of our departed soldiers and statesmen in our minds.

A COMMON COMPLAINT OF CHILDHOOD.

Many children in this country are troubled with worms, some of the indications of which are irregular appetite, bad breath, grinding of the teeth in sleep, pain and swelling of the abdomen, irritation in the nose. Baby's Own Tablets, the Canadian children's remedy given for a few days destroy worms, and speed improvement in general health.

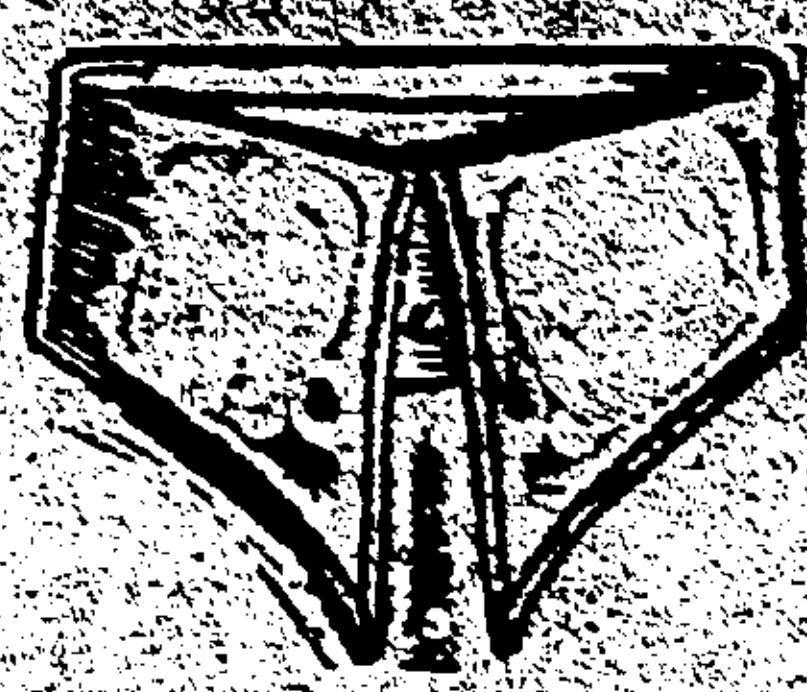
Mrs. A. J. Rowan, Quebec writes: "My boy was badly troubled with worms and I was very anxious and restless. I got a box of Baby's Own Tablets and since giving them to him all signs of the worms have disappeared and he is now in good health. I think Baby's Own Tablets have no equal as a medicine for this trouble."

Guaranteed free from opiate and absolutely harmless even to the youngest infant, Baby's Own Tablets are a remedy for indigestion, constipation, simple fever, diarrhoea and teething troubles. They are obtainable from chemists, also at 60 cents the retail price free from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

the Fraya after the Admiral Little, the Admiral's son, who was killed in the Fraya, and the Admiral's son, who was killed in the Fraya, and the Admiral's son, who was killed in the Fraya.



The soft collar is the vogue and Summerville 66 is the one generally selected by discerning men for business or sports wear. It needs no starch but yet conveys that distinction in dress always associated with Summitt Collars.



MACKINTOSH

Men's Wear Specialists.
16, Des Voeux Road. Telephone 29.



GENTLEMEN'S HIGH-CLASS OUTFITTERS
JUST RECEIVED
NEW WHITE CANVAS SHOES.

These are made of a very superior canvas on a really smart last.

Price
\$12.50
Rubber
Sole.

Price
\$12.50
Leather
Sole.

Cheaper Qualities \$6.50 \$8.50 \$10.50.

THE COLUMBIA CRAFONOLA

WITH NON-SET
AUTOMATIC STOP.
REQUIRES NO SETTING OR
ANY ATTENTION
WHEN PLAYING A RECORD.



THE ANDERSON MUSIC CO., LTD.
(THE COLUMBIA SHOP)
16, DES VOEUX ROAD. TEL. 1322.

JAMES STEER.

9, ICEHOUSE STREET
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.
TEL. 2571.

SINGON & CO.

IRON & STEEL FRAMES

RECEIVED

C. N. C.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

HOLBOW & BANGKOK	Steamers	Y. Mail
SHANGHAI	Luchow	2nd July at 10 a.m.
SHANGHAI & TSINGTAO	Soyang	3rd July at noon.
SHANGHAI	Yingchow	6th July at 4 p.m.
SHANGHAI	Tean	8th July at noon.
SHANGHAI	Sunang	10th July at noon.

SHANGHAI LINE—PASSENGERS, MAILES AND CARGO
 Excellent Sailing Accommodation amidehips Electric Light and
 Fans in Saloon and Cabin

BANKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

Telephone No. 46

BUTTERFIELD & SWIRE.

Telephone No. 58.
Hongkong July 1, 1919

JAVA-CHINA-JAPAN LIJN.
Regular Fortnightly Service between
CHINA

JAVA-CHINA-JAPAN L.I.N.

Regular Fortnightly Service between
CHINA and JAPAN

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast Mail Steamers.

good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships. Captain

*Hahong ...	J. W. Evans ...	TUES.	1st July at 1 p.m.
Quinnebaug ...	Medina ...	FRI.	4th July at 11 a.m.
Haitan ...	A. H. Stewart	WED.	9th July at 10 p.m.

* For Amoy Passengers only.

**INDO-CHINA STEAM
NAVIGATION CO., LTD**

Projected Sailings from Hongkong. — (Subject to Alteration).

TIENTSIN via Chefoo ..		Chipshing	Wed.	2nd July	at	noon
HAIPHONG		Loksang	Thur.	3rd July <td>at <td>8 a.m.</td> </td>	at <td>8 a.m.</td>	8 a.m.
KOBE		Chakang				

MANILA	Yuen-sang	Fri.	4th July	at	d'light
STRAITS & Calcutta	Kwaisang	Fri.	4th July	at	3 p.m.
SHANGHAI	Hangsang	Sat.	5th July	at	3 p.m.
SHANGHAI	Hangsang	Sun.	6th July	at	3 p.m.

MANILA **Kwoisang** **Thur. 10th July at 8 1/2**
Calcutta **Loongsang** **Fri. 11th July at 3 pm**
 via Singapore & Penang.
 Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasional
 calling at Shanghai.
 All steamers have good food and accommodation.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Passengers on this line have a linked amount of passenger accommodation, and through tickets can be obtained for Southern and Yangtze Ports via Shanghai. Through Bille of lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

TELEPHONE LINE—Sailings approximately weekly for passengers and cargo, calling at Malacca and
Indragiri off.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having ex-
date 1/10 and on for 14-24-25-28

Cargo makes up through bills of lading for Kadei, Javanese, Labuan, Tawau and Lahad Datu.


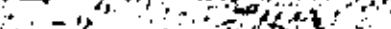
TRIDENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin
calling at Weihaiwei and Chusan.

Under Straits Government "Passport Regulations."

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to
"JARDINE MATHESON" & CO., LTD.
Telephone No. 215. General Managers.

BLUE FUNNEL LINE


BLUE FUNNEL LINE

S.S. "EURYADES"
 Will be despatched for **NEW YORK** via Panama, on Thursday
 July 26th.
 For Freight and further particulars apply to:—
ROBERTSON & CO.

THE BRITISH NAVY

NEW YORK, May 4.—The British Navy has been the subject of a series of articles in the New York Times, which have been very successful in drawing attention to the work of the British Navy in the war.

Admiral Sims, who was in command of the British fleet in the North Sea, is the subject of the first article. He is described as a man of great energy and initiative, who has been instrumental in the success of the British Navy in the war.

The second article is about the work of the British Navy in the Mediterranean. It describes the success of the British fleet in the Dardanelles campaign, and the role of the British Navy in the capture of Constantinople.

The third article is about the work of the British Navy in the Atlantic. It describes the success of the British fleet in the Battle of the Atlantic, and the role of the British Navy in the capture of the German U-boats.

The fourth article is about the work of the British Navy in the Pacific. It describes the success of the British fleet in the Pacific campaign, and the role of the British Navy in the capture of the Japanese fleet.

The fifth article is about the work of the British Navy in the Indian Ocean. It describes the success of the British fleet in the Indian Ocean campaign, and the role of the British Navy in the capture of the German U-boats.

The sixth article is about the work of the British Navy in the Arctic. It describes the success of the British fleet in the Arctic campaign, and the role of the British Navy in the capture of the German U-boats.

The seventh article is about the work of the British Navy in the Antarctic. It describes the success of the British fleet in the Antarctic campaign, and the role of the British Navy in the capture of the German U-boats.

The eighth article is about the work of the British Navy in the South Atlantic. It describes the success of the British fleet in the South Atlantic campaign, and the role of the British Navy in the capture of the German U-boats.

The ninth article is about the work of the British Navy in the South Pacific. It describes the success of the British fleet in the South Pacific campaign, and the role of the British Navy in the capture of the German U-boats.

The tenth article is about the work of the British Navy in the South Indian Ocean. It describes the success of the British fleet in the South Indian Ocean campaign, and the role of the British Navy in the capture of the German U-boats.

TELLS OF GUILDHALL SPEECH.

Speaking of Mr. Cravath's reference to his Guildhall speech, Admiral Sims said that it showed he had not always been a success as a public speaker. Explaining how he came to make that speech, he said that he was in command of a contingent of sailors who were being entertained by the Lord Mayor of London, and "it was agreed that there should be no speeches."

"Of course, that means nothing in England," he continued. "Soon the Lord Mayor said he was so well pleased that he felt he had to say something. Then he asked me if I would object. I said I would not, which was not true. The consequence was that I spoke from the heart and not the head. You know the Lord put a head on a man for the same reason that man put one on a pin—to keep him from going too far."

Admiral Sims then told of the result of a trip he made in 1910 in the vicinity of the Channel, following which he submitted a report to his superior officer that the war could not be delayed more than four years. He said that he recalled that trip just before he left England recently to come to America and when he arrived last month he was told in Washington that they were hunting for the old report, but had as yet not been able to find it.

The guests, cheered when Admiral Sims, in paying a compliment to the work of the British Navy in the war, described what appeared to him the best way to deal with the German.

"Tell the British the truth as far as you understand it, without any qualification," he said, referring to the war councils held by the Allied naval commanders. "Never mind if he likes it or not. He's a good sport and an English statesman's word is his bond. The Englishman cannot stand indirection and he can stand the truth. You can accomplish results if you lay the cards on the table, and I tell this especially for the benefit of those who may be thinking of dealing with him. Tell him the truth, and he will decide on the logic."

PRaises BRITISH NAVY.

After describing the work of the British Navy in the war, Admiral Sims said that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

He said that he had been very successful in drawing attention to the work of the British Navy in the war, and that he had been very successful in drawing attention to the work of the British Navy in the war.

THE AMERICAN NAVY

When he arrived in London, said Admiral Sims, he was familiar with practically everything published on the war and yet he was astonished to find what the true conditions were. He said jokingly that this was the fault of the British "for they do not tell you what they have done, especially if it is remarkable." He said he was greatly surprised to see what had been accomplished in England before America entered the war, and yet, he said, that as a result of his observations, he cabled to Washington three days after his arrival that the Central Powers had the war in hand and would, if unhindered, continue following up their destruction of 750,000 tons of shipping, and gain the mastery eventually.

A BRITISH "FAULT."

It was then that ways and means were discussed of ridding the sea of the U-boat menace and the best way in which to insure the transportation of men and munitions. Admiral Sims said. Discussing convoys, the speaker paid high compliment to the skill of the Merchant seamen saying they were superior to the naval men because the merchant skippers were at sea practically all the time, while the naval men remain ashore as long as they can until the Navy Department orders them out to sea.

Admiral Jellicoe's second in command, Commander Madden, was credited by Admiral Sims as suggesting the depth charge to hunt the German U-boats. It was after a British destroyer had returned from the North Sea, where it had been unsuccessfully attacked by a U-boat and had been unable to ram the pirate craft, that the commander of the destroyer reported that he had followed the wake of the torpedo and felt that he would have been able to put the enemy submarine out of business had he been able to have dropped some kind of a mine overboard. It was simple to conceive the "ash can," as the depth charge was called because of its size and shape.

So skillful had been the German propaganda at the time of the U-boat scare, and so little had the Governments told the people of the real conditions, said the speaker, that in speaking with successive groups of editors who visited the British Isles to obtain first-hand information he learned an incorrect impression had been given of the number of hostile submarines there were out at any one time west of the British Isles. Guesses of the editors averaged from 50 to 100, although the truth was that the Germans were unable to maintain more than eight or nine west of the Isles at any one time.

The effect of the depth charges became known to British submarine crews by personal experience, he related, telling how sometimes it was impossible to distinguish friendly craft from hostile. After such an experience the British seamen were no good for three days at least, he said, and they told how the depth charge had rocked even the friendly vessel and had loosened internal machinery.

WORK OF DESTROYERS.

High praise was bestowed on the work of the destroyers and their men by Admiral Sims. He told of the trail craft, with speed of forty miles an hour, speeding after hostile submarines and remaining out for weeks in the stormy North Sea. Some returned with fuel tanks gone and crew exhausted from lack of sleep.

The German submarine was defeated, he continued, because of the "flow there lay thirty of Great Britain's battle cruisers with a complement of destroyers and other craft, which at any time could come out and rush to the defense of convoys that were being escorted to the British Isles. The first convoy, upon its operation, was between Gibraltar and England. After that the German submarines found it too dangerous to attack convoys.

NOTICE TO CONSIGNEES.

ROYAL HONGKONG GOLF CLUB.

NOTICE.—The big course at Fanling will be CLOSED from Thursday 3rd July until further notice. The nine hole relief course will remain open. By order of the Committee. Hongkong, 1st July, 1919.

"GLEN" LINE OF STEAMERS LIMITED.

NOTICE TO CONSIGNEES.

From LONDON, COLOMBO, and TRAFALGAR.

"PENROKESHIRE" having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at the risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence, and/or from the wharves, delivery may be obtained.

NOTICE TO CONSIGNEES.

Goods not cleared by the 8th July, 1919 at 5 p.m. will be subject to re-shipment.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 8th July 1919 at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong 1st July, 1919.

MOVEMENTS OF STEAMERS.

The T. K. K. s.s. TENYO-M. sailed from San Francisco June 11th, as per schedule, and is due to arrive at Hongkong July 14th.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via the Suez Canal on the 31st May, and is expected here on the 10th July.

The Admiral Line s.s. WEST MUMHAM is due to arrive here from Shanghai via Manila on or about July 5th.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via the Suez Canal on the 14th June, and is expected here on the 20th July.

The N. Y. K. s.s. SHINGO MARU (Calcutta Line) left Calcutta for this port via Singapore on the 23rd June, and is expected here on the 14th July.

The N. Y. K. s.s. SHINRYU M. (Bombay Line) left Kobe for this port via Moji on the 25th June and is expected here on the 2nd July.

The N. Y. K. s.s. TAMBA M. (European Line) left Kobe for this port via Moji and Shanghai on the 24th June, and is expected here on the 3rd July.

The N. Y. K. s.s. RANGOON MARU (Calcutta Line) left Moji for this port on the 26th June and is expected here on the 1st July.

The N. Y. K. s.s. KAIFUKU M. (Bombay Line) left Bombay for this port via Singapore on the 27th June and is expected here on the 16th July.

The Ben Line s.s. BENARAY from Middlesbrough and London left Singapore on June 1st and is due here on July 1st.

The N. Y. K. s.s. SHIMBU M. (Calcutta Line) left Singapore for this port on the 25th June and is expected here on the 2nd July.

The N. Y. K. s.s. KATORI M. (American Line) left Shanghai for this port on the 30th June, and is expected here on the 3rd July.

The R. M. S. EMPRESS OF RUSSIA arrived at Shanghai on 28th June, left there 29th June, is due at Manila on 2nd July, and is due Hongkong on 5th July.

The R. M. S. EMPRESS OF JAPAN arrived at Shanghai on 28th June, left there 29th June, is due at Nagasaki on 30th June.

The T. K. K. s.s. TENYO M. arrived at Yokohama June 28th and will sail July 1st, as per schedule, being due at this Port July 14th.

The T. K. K. s.s. SIBERIA M. sailed from San Francisco June 10th.

COMEDY DIANA

THAN

"TWENTY-ONE"

IS RARE

THE VICTORIA

IS

SCREENING THIS

ON

THURSDAY.

It teems with amusing situations. A dual role has seldom been filled to better perfection than in this play.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "NIPPON MARU."

From SAN FRANCISCO,

HONOLULU, JAPAN PORTS,

Monday, 30th June.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature and take immediate delivery from steamer's godown or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered on and after Sunday 6th July.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined Tuesday, 8th July, at 10 a.m.

No Claims will be recognised after the goods have left the Steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

T. DAIGO, Manager.

Hongkong, 30th June, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "KIYO MARU."

From SAN FRANCISCO,

JAPAN PORTS,

Monday, 30th June.

Consignees of cargo are hereby notified to present their bills of Lading for countersignature and take immediate delivery from steamer's godown or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered on and after Sunday, 6th July.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 10th July, at 10 a.m.

No claims will be recognised after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. DAIGO, Manager.

Hongkong, 30th June, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "KIYO MARU."

From SAN FRANCISCO,

JAPAN PORTS,

Monday, 30th June.

Consignees of cargo are hereby notified to present their bills of Lading for countersignature and take immediate delivery from steamer's godown or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered on and after Sunday, 6th July.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 10th July, at 10 a.m.

No claims will be recognised after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. DAIGO, Manager.

Hongkong, 30th June, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "KIYO MARU."

From SAN FRANCISCO,

JAPAN PORTS,

Monday, 30th June.

Consignees of cargo are hereby notified to present their bills of Lading for countersignature and take immediate delivery from steamer's godown or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered on and after Sunday, 6th July.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 10th July, at 10 a.m.

No claims will be recognised after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. DAIGO, Manager.

Hongkong, 30th June, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "KIYO MARU."

From SAN FRANCISCO,

JAPAN PORTS,

Monday, 30th June.

Consignees of cargo are hereby notified to present their bills of Lading for countersignature and take immediate delivery from steamer's godown or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered on and after Sunday, 6th July.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 10th July, at 10 a.m.

No claims will be recognised after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. DAIGO, Manager.

Hongkong, 30th June, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "KIYO MARU."

From SAN FRANCISCO,

JAPAN PORTS,

Monday, 30th June.

Consignees of cargo are hereby notified to present their bills of Lading for countersignature and take immediate delivery from steamer's godown or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered on and after Sunday, 6th July.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 10th July, at 10 a.m.

No claims will be recognised after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. DAIGO, Manager.

Hongkong, 30th June, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "KIYO MARU."

From SAN FRANCISCO,

JAPAN PORTS,

Monday, 30th June.

THE HONGKONG & KOWLOON WHARF AND GODOWN CO. LTD.

WEDNESDAY, the 2nd July, 1919.

commencing at 11 a.m.

At No. 29 Godown of the Hongkong & Kowloon Wharf and Godown Co. Ltd., Kowloon.

Steel Plates

6 pieces 4' X 5' X 5/16"

7 " 4' X 5' X 3/4"

1 " 4' X 10' X 3/32"

1 " 3' X 6' X 3/32"

8 " 4' X 5' X 3/4"

(Stored in above godown)

1 piece Steel Plate 2' X 5' X 3/8"

(Stored in No. 10 Godown)

83 pieces Steel Plates 4' X 8' X 3/32"

(Stored in No. 14 Godown)

1 piece Steel Plate 4' X 11' X 3/4"

(Stored in No. 51 Godown)

95 pieces Steel Plates 4' X 10' X 1/16"

(Stored in No. 3 Godown)

235 bundles Steel Plates 3' X 6' X 1/16"

(Stored in No. 23 Godown)

109 bundles Galvanised Wire B.W.G. No. 14.

21 bundles Galvanised Wire B.W.G. No. 15.

(Stored in No. 28 Godown)

34 bundles Steel Bars 1 1/2" X 20' 21"

(Stored in No. 51 Godown)

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

NOTICE.

THE INDUSTRIAL & COMMERCIAL BANK LTD.

In view of a resolution adopted by the Board of Directors at a meeting held 21st June, 1919, the Bank is in charge of the Manager, Mr. J. Usang Ly. The resolution reads:

"It was resolved, that in order to carry out the new policy of the Board to assume more active control the President be requested to refrain from exercising his usual powers of active administration of the Bank pending the revision of the Articles of Association by an Extraordinary and Special Meetings of the Shareholders the date for which meetings are to be decided later."

By order of the Board.

J. K. CHOY, Secretary.

Hongkong, 23rd June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

THE BRITISH NAVY

WEDNESDAY, the 2nd July, 1919.

commencing at 11 a.m.

At No. 29 Godown of the Hongkong & Kowloon Wharf and Godown Co. Ltd., Kowloon.

Steel Plates

6 pieces 4' X 5' X 5/16"

7 " 4' X 5' X 3/4"

1 " 4' X 10' X 3/32"

1 " 3' X 6' X 3/32"

8 " 4' X 5' X 3/4"

(Stored in above godown)

1 piece Steel Plate 2' X 5' X 3/8"

(Stored in No. 10 Godown)

83 pieces Steel Plates 4' X 8' X 3/32"

(Stored in No. 14 Godown)

1 piece Steel Plate 4' X 11' X 3/4"

(Stored in No. 51 Godown)

95 pieces Steel Plates 4' X 10' X 1/16"

(Stored in No. 3 Godown)

235 bundles Steel Plates 3' X 6' X 1/16"

(Stored in No. 23 Godown)

109 bundles Galvanised Wire B.W.G. No. 14.

21 bundles Galvanised Wire B.W.G. No. 15.

(Stored in No. 28 Godown)

34 bundles Steel Bars 1 1/2" X 20' 21"

(Stored in No. 51 Godown)

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

NOTICE.

THE INDUSTRIAL & COMMERCIAL BANK LTD.

In view of a resolution adopted by the Board of Directors at a meeting held 21st June, 1919, the Bank is in charge of the Manager, Mr. J. Usang Ly. The resolution reads:

"It was resolved, that in order to carry out the new policy of the Board to assume more active control the President be requested to refrain from exercising his usual powers of active administration of the Bank pending the revision of the Articles of Association by an Extraordinary and Special Meetings of the Shareholders the date for which meetings are to be decided later."

By order of the Board.

J. K. CHOY, Secretary.

Hongkong, 23rd June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

THE BRITISH NAVY

WEDNESDAY, the 2nd July, 1919.

commencing at 11 a.m.

At No. 29 Godown of the Hongkong & Kowloon Wharf and Godown Co. Ltd., Kowloon.

Steel Plates

6 pieces 4' X 5' X 5/16"

7 " 4' X 5' X 3/4"

1 " 4' X 10' X 3/32"

1 " 3' X 6' X 3/32"

8 " 4' X 5' X 3/4"

(Stored in above godown)

1 piece Steel Plate 2' X 5' X 3/8"

(Stored in No. 10 Godown)

83 pieces Steel Plates 4' X 8' X 3/32"

(Stored in No. 14 Godown)

1 piece Steel Plate 4' X 11' X 3/4"

(Stored in No. 51 Godown)

95 pieces Steel Plates 4' X 10' X 1/16"

(Stored in No. 3 Godown)

235 bundles Steel Plates 3' X 6' X 1/16"

(Stored in No. 23 Godown)

109 bundles Galvanised Wire B.W.G. No. 14.

21 bundles Galvanised Wire B.W.G. No. 15.

(Stored in No. 28 Godown)

34 bundles Steel Bars 1 1/2" X 20' 21"

(Stored in No. 51 Godown)

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

NOTICE.

THE INDUSTRIAL & COMMERCIAL BANK LTD.

In view of a resolution adopted by the Board of Directors at a meeting held 21st June, 1919, the Bank is in charge of the Manager, Mr. J. Usang Ly. The resolution reads:

"It was resolved, that in order to carry out the new policy of the Board to assume more active control the President be requested to refrain from exercising his usual powers of active administration of the Bank pending the revision of the Articles of Association by an Extraordinary and Special Meetings of the Shareholders the date for which meetings are to be decided later."

By order of the Board.

J. K. CHOY, Secretary.

Hongkong, 23rd June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars, Trucks and other Private Vehicles must be licensed on the 2nd July, 1919.

Captain Superintendent of Police.

Hongkong, 24th June, 1919.

NOTICE.

G. S. R.

IT is hereby notified that all private Motor Cars, Motor Car Drivers, Motor Cycles, Motor Cycle Drivers, Livery Motor Cars,

